

SEPTEMBER 2019

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE NATIONAL *Falcon* NEWS



1964 Futura Convertible
Bill & Janet Wilkerson
Blue Springs, Missouri

1965 Station Wagon
Bill & Karen Poole
Midlothian, Virginia

1964 Station Wagon
Jack & Colleen Ellis
Basehor, Kansas

ON THE COVER

While headed to the 2019 Nationals in Winter Park, Colorado, the owners of these Ford Falcons took a break from their travel to take a photo in front of a vintage gas station in Goodland, Kansas.

- 1964 Futura convertible owned
by Bill & Janet Wilkerson (FCA #15002)
Blue Springs, Missouri
- 1965 Station Wagon owned
by Bill & Karen Poole (FCA #1109)
Midlothian, Virginia
- 1964 Station Wagon owned
by Jack & Colleen Ellis (FCA #9984)
Basehor, Kansas

They were welcomed by a couple of local business owners who gave them tours of their businesses. They took a step back in time and discovered memorabilia, signage, vintage products, old cars and a lot more in this western Kansas town. It was a nice break in their trip before they crossed into Colorado. You can get a peek at some of their discoveries on page 16.



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

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To access the online magazine, Falcon technical articles, and the FCA membership directory, use password FCA1979!.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to editor@falconclub.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

"This will be my last newsletter message as your outgoing FCA President. I finally decided to step aside and not run for re-election this year."

This will be my last newsletter message as your outgoing FCA President. I finally decided to step aside and not run for re-election this year. At the recent 40th annual Winter Park Nationals business meeting, the voting members elected Jim Guthrie as the new FCA President, as well as electing Rick Bowes as the new FCA Vice President. I want to thank our entire club membership for supporting me during my time as your President. I feel that much good was accomplished by our leadership team over the last seven years. I would ask that one and all continue to support Jim, Rick, and the other current FCA elected officers in running your FCA club in the future.

Your new FCA Board member is Jordan Mixon from our Oklahoma Sooners Chapter. Please join me in thanking and congratulating ALL your new FCA officers. I would also like to express our thanks to Jim DiZeraga from the Mile Hi Chapter for his five dedicated years on the FCA Board of Directors. I plan to help our new leadership team whenever the need arises.

I firmly believe in Falcons, Friends, Family, and Fun! I believe in taking kids to car shows. If you run across a young person with a Falcon, help them out with their Falcon whenever and however possible. I believe it will eventually be in our chapters and clubs best interest. Whether we simply share our knowledge, give them assistance on projects, or even a good deal on parts, it all works toward getting and keeping them involved with these wonderful Falcons we love so much.

Our Internet team keeps improving our website and continues to try and attract new interest and new

members as well. They have made the FCA website even easier to use. We welcome your suggestions to continually improve the FCA website and the Facebook page. I would like to mention that the added new method of on-line registration for the 2020 National is online and improvements in its ease of use have been made. You can also now make your hotel reservations with the Dayton, Ohio Marriott Hotel.

I would also like to mention that whenever FCA Nationals and Regionals are held, our public image is traditionally enhanced, as well as our club's reputation. This year's Colorado turnout of Falcons was again of exceptional quality and there were 141 cars registered. At the banquet, we welcomed a number of new members as well as several first National attendees.

Our 2020 FCA National event is already set for Dayton, Ohio. Registration forms are available on the magazine wrap or on the club website. Early hotel reservations are highly recommended at the Marriott. Plans are still being finalized for activities and information will be passed on as soon as it becomes available. I hope to see a really great turnout for this show.

I trust that all our members will support their local/regional Chapters who in turn will be working hard to host the Fall Regionals in August, September, and October. Fall Regionals have always been my favorite and I hope to attend one this Fall.

So...I hope to see you all out there enjoying all those beautiful Falcons!

—Cliff McKay (FCA #7987)
Peck, Kansas

WHY I LOVE FALCONS SO MUCH



BY DALE DAUGHERTY

My sister in our new 1963 Sprint convertible.

My father and mother bought a 1963 Ford Falcon Sprint new in 1963. I was nine years old at the time and I remember like it was yesterday. We were at the dealership until midnight and my dad was trying to get the trade-in price that he wanted out of the deal. It was purchased at Hull Dobbs in Louisville, Kentucky. At that time when you bought a new car you got a second car for a dollar. My dad bought a 1955 Ford station wagon which had been painted with a brush. He drove it for about five years before someone rear ended him and totaled it.

My sister bought a new Sports Coupe in 1966. I spent a summer with her and her husband. One night we were fishing in a Fort Rucker, Alabama lake. When we were about to leave for home in Dothan, Alabama, my brother-in-law pitched me the keys and told me to drive it home. I told him I was only 15 years and. His reply was "It won't matter; it's all back roads."

Sadly in 1969, Dad had just dropped me off at high school when he stopped and got gas. While he was pulling off he had a massive heart attack and died in the Sprint. Mother didn't want the car back, which was understandable at that time.

—Dale Daugherty (FCA #4068)
Louisville, Kentucky

CHILDHOOD MEMORIES WITH OUR FALCON



My father and mother proudly posed between the 1963 Sprint and my sister's 1966 Sports Coupe.

"Dad would sometimes let me drive it on the back roads when we went to visit my aunt's house in the country."

Mother standing in front of the Sprint when it was new.



My best friend and I with our family's dog Gidget.



I am posing with the Falcon soon after we bought it new.



My best friend and I a little older stand in front of the Falcon.



Here I am at 13 throwing snowballs at Dad when he came home from work.

THE FALCON THAT “MIGHT HAVE BEEN”

Creating a car from research data



These two photos picture the first proposal assigned the name “Falcon.” Note the same roof line that would be used on the 1960 Falcon.
1-16-1958



Sixty years ago—October 1959—three cars were introduced to the public. The Chevrolet Corvair arrived on October 2, beating the Falcon only by one day, and the Plymouth Valiant arrived on October 29. By November the Falcon sales had taken off and it was dubbed “King of the Compacts.”

Have you ever wondered what the Falcon MIGHT have looked like if a different Ford designer had made a bigger impact on the style? Just for fun, in this article we will explore just what “might have been.”

In the years between 1942 and 1946, Ford’s Light Car Project developed at least seven pilot models on wheelbases ranging from 97 to 112 inches. Various drive train configurations

were considered from an existing four-cylinder tractor power plant with a 60 horsepower V8 to a possible five-cylinder engine. A front wheel drive design reached only the mock-up stage. Retooling costs in the assembly plants was a deciding factor. Raw material shortage was also another factor in the decision not to start up an entirely new line of cars at that time BUT, chances are good that this Light Car Project had some influence on a later project—the Ford Compact Car Project of the late 1950s.

A study was initiated in 1952 by Ford Division Assistant General Manager Robert McNamara which set out to study why buyers purchased the Volkswagen and who they were.

They discovered imports were growing in numbers mainly due to lower price than the U.S. standard-size cars. But, the researchers found that the common assumption that smaller cars were bought by people who could not afford larger cars was a false one. Another common assumption was that people bought foreign cars as an expression of individuality, just to be different. They found many professional individuals were buying the small cars who could afford larger and more expensive cars and some of those were individualists. Many surveyed believed the cost to benefit ratio was superior to the current domestic automobiles. The researchers concluded that these small car



Earliest photo of a Falcon proposal.
Note its Thunderbird roof. 12-11-1957



Earliest photo of a Falcon proposal.
Note its Thunderbird roof. 12-11-1957



Clay model that became the 1960 Falcon. 4-28-58



The production Falcon windshield design shows in this proposal. 1-27-1958



This proposal resembles a Studebaker Lark. 3-19-58



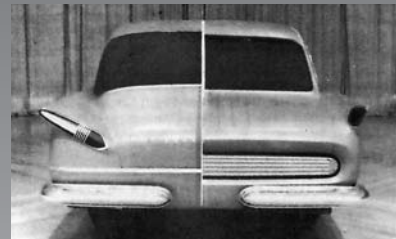
Many design proposals had fin themes characteristic of that era. 1-6-58



Cougar was one of three final design proposals for the 1960 Falcon. 2-7-58



It was difficult for them to decide on dual or single head lamps. 2-7-58



Some clay models were halves of two different cars. 12-27-57

buyers were intelligent buyers using a criteria of function and cost-benefit. They watched this market from 1952 to 1956 and decided a compromise between the size of the Volkswagen and a standard-size Ford would be their the best option.

Foreign competition was not the only market that Ford saw. They also expanded their potential buyer lists to include their own large car customers, as well as those of their American competitors. The prosperity of the country was resulting in a greater number of two-car families looking to buy. By 1957 the potential market for the Falcon had doubled since the 1952 surveys. Families needed a second car.

In March 1957, Ford committed to

build the Falcon. The code name given it was the "19X Thunderbird." Rumor had it to be a six-cylinder, two-passenger Thunderbird. Much of this was publicity to confuse the competitors. The size, number cylinders, price, and market entry date were not set. They would design "paper cars" that would answer the data gathered by the surveys. A "paper car" is a four- or five-inch thick three-ring notebook filled with information describing a theoretical vehicle, including every piece's costs.

Their survey criteria was that the car must seat five people, have a trunk that would accommodate at least three suitcases, and have a total car weight of at least 2,000 pounds.

Customers didn't want an experimental car—no exotic engines or transmissions, no front wheel drive, and no rear engine placement. They wanted something very much like the standard U.S. car—with reliability, performance, and "road"ability—but with better fuel economy.

The first question needing to be answered—would it be four-cylinder or six-cylinder car. The six had more lugging power and was more compatible with both the three-speed manual and the two-speed Fordomatic automatic transmission. The six used more gas, weighed slightly more, and cost more to build. But after test driving both four and

continued on page 10

MID-AMERICA CHAPTER AND OLATHE FORD HOST ALL-FORD SHOW



PHOTOS BY JIM CUTHRIE

On June 15, 2019, the Mid-America Chapter along with Olathe Ford hosted the 2019 All-Ford Show. It was held on the property of Olathe Ford in Olathe, Kansas. Many came out to see the wide variety of cars that overflowed the available parking spots. The sun was shining and the cars were too.

The Show benefited the local Harvesters Community Food Network and attendees were encouraged to bring additional donations of canned soup, boxed meals, canned meat, peanut butter, jelly, cereal and canned fruit and vegetables.

Food trucks were available for those who wanted to eat on site. For the early arrivals, Coffee Cake KC provided breakfast snacks and coffee. For the lunch crowd, Crave Kansas City had some great tacos available along with other selections. A tool truck was available for those looking for items car enthusiasts find useful. A DJ was available to provide some fun, vintage tunes.

Awards were presented to the top 25 cars along with special awards given for Best of Show, Best Ford Engine,

Best Interior, Best Paint & Graphics, Longest Distance Driven, and Best Non-Ford Powered Ford. Dash plaques were given to the first 100 entries, door prizes were plentiful and a 50/50 raffle was awarded.

It was a great day for a show and all of the Ford cars and trucks were at their finest for those who came out to admire them. This annual event continues to become more popular each year and is something the chapter looks forward to each summer. And, it's all for a great cause!



ALL-FORD SHOW



Best of Show



THE FALCON THAT “MIGHT HAVE BEEN” continued from page 7



Some of the original drawings of the design that became the Falcon. 1-7-59

six prototypes, the team settled on the six. The weight decision came next. The five passenger prototype came in at 2,200 pounds and the six passenger one came in at 2,400 pounds. Again looking at the surveys, they found the six passenger car was what people wanted. The “paper car” which portrayed a six-cylinder, 2,400 pound, six passenger car was chosen. It was also decided every part that went into the Falcon would be designed especially for it. This meant higher tooling costs and parts investment for both Ford and its 7,000 Ford dealers.

Every type of small car engine design was studied. They experimented with aluminum block engines for durability and cast iron

cylinder sleeves, both of which were rejected. Although rejected, an aluminum block engine would have saved them 50 pounds. They did use aluminum in the flywheel housing, the transmission extension, and in the pistons. There was pressure to imitate the radical rear engine concept of the Volkswagen and the well-known Chevrolet Corvair. Executive Engineer Frederick Hooven refused the pressure and cited “the directional instability and crash vulnerability as incurable defects.” Management was convinced and decided on a conventional engine placement.

The engine chosen was a new design of a conventional overhead valve in-line six-cylinder configuration. It was designed for simplicity,

long life, and low maintenance. It was an over-square bore to stroke ratio design with the 3.5 inch diameter bore greater than the 2.5 inch distance the piston moved, or stroked. The total volume displaced by the six cylinders was approximately 144.32 cubic inches or, more simply, it soon came to be known as the 144 engine. The Falcon engine pioneered the casting of the head and intake manifold as a single piece. This reduced the number of covers, gaskets, and bolts needed. It was termed a “dry engine” due to the integral head and intake manifold. The oil is sealed in while air, dust, and moisture were sealed out.

The Falcon’s styling also came from the Market Research Unit’s findings.



Ford neg. #115144153A

The first publicity photograph of the 1960 Falcon. Photo released 9-8-59.

It first took the form in sketches, then in full-sized color renderings, and finally in full life-size clay models. Around 18 to 20 clay models were made, and not all were rejected in total. Features, such as roof designs, were taken from one model and incorporated into another. This process of choosing various design features and making them into an overall design resulted in the final design of 1960 Falcon—at least in clay model concept. This came in the summer of 1958.

The next step was to build the master forms from which dies could be made. This process began with master drafts drawn to an accuracy of one-ten-thousandths of an inch using a gold stylus on white

enamel aluminum. The dimensions and profiles for production dies were taken from those master body drafts. More than 200,000 drawings were needed to transfer necessary information to manufacturing and assembly plants.

From the drawings and blueprints, three-dimensional body forms were built of laminated mahogany. These mahogany forms were the master die patterns which served as molds for casting steel dies for the production lines. Before the dies were cast, hand-formed prototype steel bodies were made. They were attached to a chassis and tested for strength in the field and in the lab.

Only 11 months are Mr. McNamara insisted that Ford had no plans to

build a small car, it appeared that a smokescreen had been sent up. On May 21, 1959 Henry Ford announced the Falcon Project at a Ford stockholders' meeting.

By September, the 1960 Falcon was released to the press and 14 Falcons with experienced endurance drivers began covering every mile of federally numbered highways in the continental United States.

The information and photos in this article were published in "The Ford Falcon 1960-1963," a very informative book researched and written by Phil Cottrill (FCA #1102) of Mineral Wells, West Virginia.

CRANKCASE VENTILATION SYSTEMS

This information is taken from the 1960, 1961, 1962 Falcon Shop Manual

1963 Falcon engines are equipped with either a vent tube-type crankcase ventilation system or a positive crankcase ventilation system. In the vent tube-type system, the crankcase vapors are discharged to the atmosphere. In the positive system, the crankcase vapors are returned to the intake manifold.

VENT TUBE-TYPE CRANKCASE VENTILATION SYSTEM

A crankcase ventilation tube is located at the left front of the engine. The forward motion of the car causes a partial vacuum to be formed at the tube outlet. This vacuum action causes air to be drawn through the engine from the combination oil filler and breather cap located in the front of the valve push rod chamber cover (FIG 1). The filler cap contains a maze filtering element. Filtered air from the breather cap flows into the front section of the valve rocker arm shaft

chamber. Here the air normalizes its temperature before contacting contaminating vapors originating in the crankcase. Warm ventilating air minimizes the formation of crankcase sludge. The ventilating air moves down past the push rods and into the crankcase. Air is diverted from the front section of the crankcase through holes in the front of the cylinder block wall to ventilate the timing chain chamber. The air from the crankcase is then directed into the crankcase ventilation tube by the rotating action of the crankshaft.

POSITIVE CRANKCASE VENTILATION SYSTEM

Ventilating air enters the engine in the normal manner through the breather cap and is distributed through the engine in the same manner as in the vent tube-type system. However, instead of the ventilating air being discharged to

the atmosphere, it is returned to the intake manifold. The air is returned to the intake manifold through an exhaust tube which extends from the crankcase ventilation outlet in the left side of the cylinder block to a spring-loaded regulator valve assembly installed in the carburetor spacer (FIG 3). The valve regulates the amount of air to meet changing operating conditions.

During idle, intake manifold vacuum is high. The high vacuum overcomes the tension of the spring pressure and seats the valve (FIG 3). With the valve in this position, all the ventilating air passes through a calibrated orifice in the valve. With the valve seated there is minimum ventilation. As engine speed increases and manifold vacuum decreases, the spring forces the valve off its seat and to the full open position. This increases the flow of ventilating air.

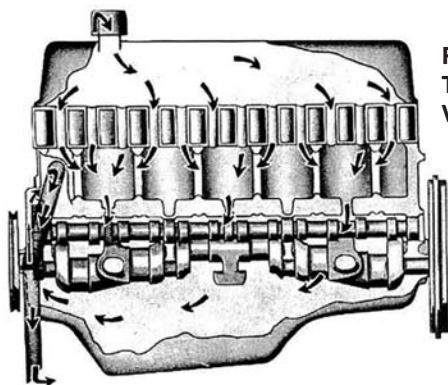


FIG 1. Falcon Typical Vent Tube-Type Crankcase Ventilation System

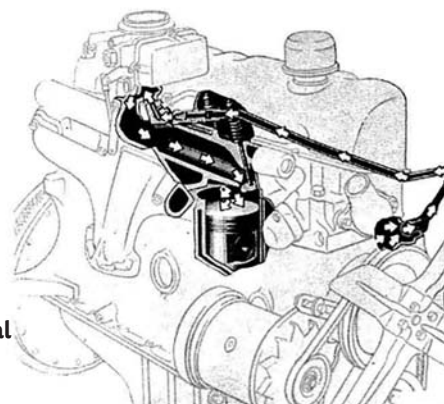


FIG 2. Falcon Typical Positive Crankcase Ventilation System

TO MAKE SYSTEM ADJUSTMENTS ON POSITIVE CRANKCASE VENTILATION

The regulator valve used for these engines can be identified by three annular grooves on the regulator valve body.

REMOVAL

1. Remove the crankcase ventilation exhaust tube by disconnecting the exhaust tube from the crankcase ventilation outlet adapter and from the regulator valve assembly (see FIG 5 on page 6).
2. Remove the regulator valve assembly from the fitting in the carburetor spacer.
3. Remove the crankcase outlet adapter.

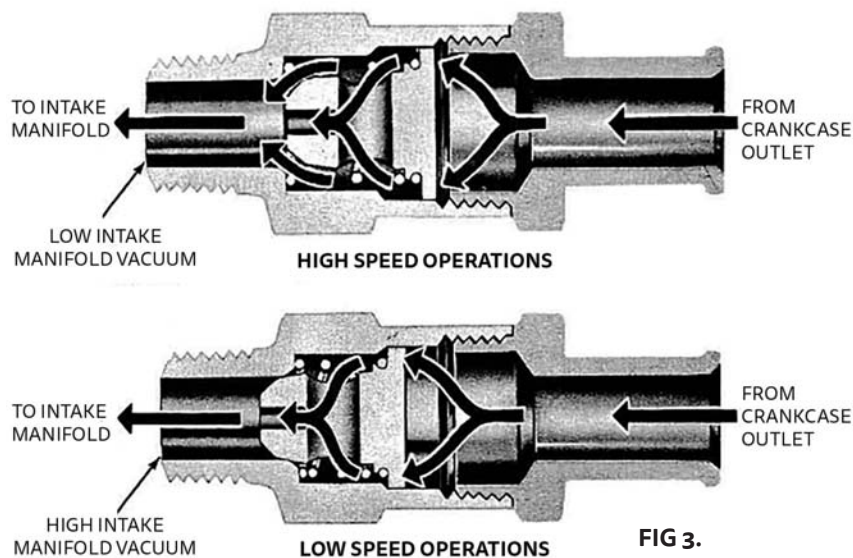


FIG 3.

INSTALLATION

1. Install the crankcase outlet adapter. Be sure the outlet adapter is not loose. To avoid restricting the ventilation system, do not install the adapter into the cylinder block more than 1/2 inch.
2. Install the regulator valve assembly in the carburetor spacer.
3. Connect the exhaust tube to the regulator valve assembly and to the crankcase ventilation outlet adapter.

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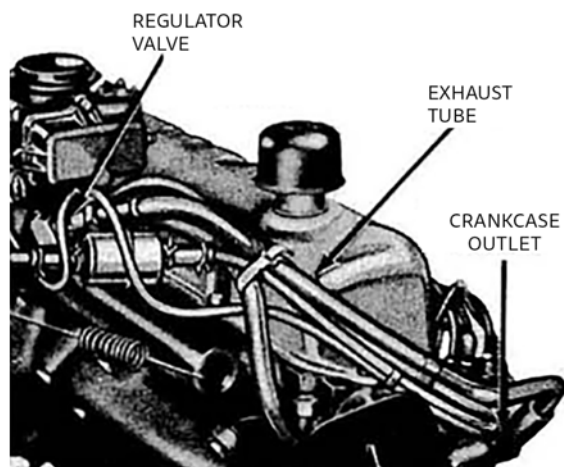


FIG 4. Typical Regulator Valve and Exhaust Tube

CRANKCASE VENTILATION SYSTEMS

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REGULATOR VALVE DISASSEMBLY

Place the large hex end of the regulator valve body in a vise. Remove the connector, valve, and spring.

CLEANING

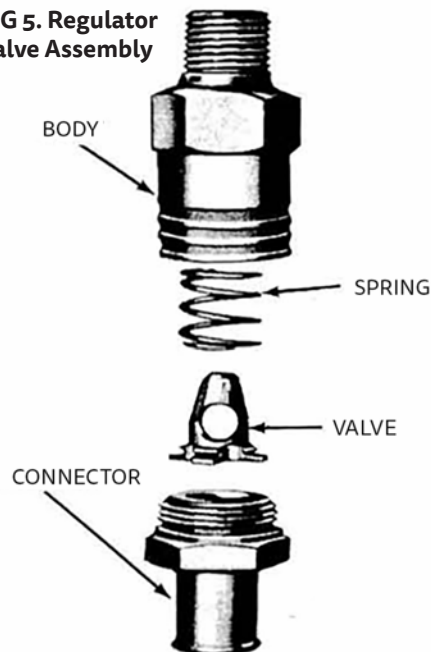
Clean the valve parts, tubing, and outlet adapter in clean carburetor solvent and dry with compressed air. Clean the rubber hose connections with a low volatility petroleum base solvent and dry with compressed air.

REGULATOR VALVE ASSEMBLY

Position the spring and valve inside the regulator valve body (FIG 5). Install the regulator valve connector.

This information applies to 1960–62 models. For later Falcon model years, please consult the *Falcon Shop Manual* for your specific model year.

FIG 5. Regulator Valve Assembly



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CALENDAR OF EVENTS

UPCOMING MEETS

SEPTEMBER 6-7, 2019
GETTYSBURG REGIONAL
EMMITSBURG, MARYLAND

Hosted by Mason/Dixon Chapter

OCTOBER 4-5, 2019
SMOKEY MOUNTAIN REGIONAL
TOWNSEND, TENNESSEE

Hosted by Tennessee Valley Chapter

JULY 23-25, 2020
FCA 41st NATIONAL MEET
DAYTON, OHIO

Register at falconclub.com

If you would like for your event to be included in our magazine's Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to fca.editor@yahoo.com and admin@falconclub.com.

FROM OUR READERS

Earliest Falcons

We are seeking the earliest 1960 Falcon built. We're looking for a Falcon built before September 17th, 1959. Merl Hayn has a car built on September 17th, 1959, serial number 100228. We're looking for cars built before that date or a lesser serial number. The serial number must begin with a 100xxx, not a 200xxx, to avoid cars built in the summer of 1960.

If you have an early car not for sale, let us know as we'd like to document it. These early cars are of great historical significance and need to be documented for future generations. Any condition, anywhere, have trailer and will travel. Contact **Merl Hayn** at shaynfamily@aol.com or by phone at 574-952-6309 or **Ronnie** at falconcentral@gmail.com.

Auto Museums

I just read your list of auto museums by state. I have one to add. The Gateway Auto Museum in Gateway, Colorado. It is in the middle of nowhere but it is a fantastic museum. The most interesting car is the Olds F-88. The owner paid \$3.2 million for it a few years ago. If you are anywhere near Gateway do not miss this place. Thank you.

—Pete Lucsky (FCA#6278)
Danbury, Connecticut

FROM THE EDITOR

The National Falcon News magazine is now offered in digital format as well in print. There is no additional cost to you as a member. To view it you will need your FCA password. It's important you not share that password with non-members. You will find that link at falconclub.com. The current password is FCA1979!

In order to make the magazine a little more reader-friendly on a mobile device or desktop we've changed the look a bit. We hope you like this new look and find both the visuals and the content enjoyable.

We would love to hear from you!

—Editor

THREE FALCONS BACK IN TIME

BY JANET WILKERSON



After a loud and stormy night in Oakley, Kansas, it was a beautiful and cloudless morning when we dried off our cars and packed our bags. The previous day brought us all together at a gas stop on the Kansas Turnpike. Bill and Karen Poole had begun their journey in Virginia, heading north and west toward Ohio where they picked up Jim and Pam Clements. The Clements had decided not to drive their non-air conditioned Falcon through the July Midwest scorching heat. Their rental car is not pictured for reasons you will have to ask them. :)

We had made plans to meet up Monday morning with Jack and Colleen Ellis at their home in Basehor, Kansas, about an hour from our home in Blue Springs, Missouri. Apparently as we exited the highway for the Ellis home, we were spotted by the Pooles and Clements. They said,

“We spied a Falcon, but couldn’t catch up before it left the highway.” With their curiosity and knowledge of Jack Ellis’ cars, they texted him inquiring about the Falcon heading they’d seen. He told them that we were headed to their house to travel with them to Colorado. We’d purchased the 1964 Futura convertible from Jack earlier in the year. Bill felt more comfortable traveling with his mechanical guru, so our travel plans had been in the works for some time.

Bill and I happened to run into a guy who was once the automobile editor at the *Kansas City Star*. He asked us where we were headed in our Falcon and we replied, “Going to the Falcon Club Nationals in Colorado.” He suggested a fun stop for us if we had time—Goodland, Kansas. He said it was a Mecca for car enthusiasts and had a shop there we should stop and see. After a little



online searching, we sent the owner a text asking if we could tour his facility on Tuesday morning. His response, “Sure, come on by.”

Entering Goodland, Kansas the “World’s Largest Easel” greeted us as we arrived. It’s 80 feet tall, and atop it rests a 32x24-foot representation of one of Van Gogh’s “Sunflower” paintings. The easel is steel and weighs 45,000 pounds so you can’t miss it. Kansas is the “Sunflower State,” and Goodland is at the center of the local sunflower industry. Canadian artist Cameron Cross pitched them the idea in 2000; the town raised the money to build it. It’s a representation of “Three Sunflowers In A Vase,” one of seven sunflower paintings Van Gogh made in the late 1880s. We decided a photo opportunity awaited after our shop tour.

Soon after, we drove by a vintage gas station that immediately stood out as a great photo background for our Falcons. We checked it out but the drive was chained and the museum locked, so we left a message on the owner’s voicemail, then continued on to our appointment.

Heading down the main street of Goodland, we spotted a parking lot of old cars and realized we had arrived at our destination, Murray’s Kustoms. With then initial appearance of a junkyard, you quickly realized otherwise and are transformed into just the very existence of these old cars. They may be rusted old trash heaps to some, but to others, this was a wonderland of possibilities.

Matt Murray is the owner and our tour guide. He specializes in the repair and refinishing of automobile

more photos can be found on page 20; story continues on page 22

CHAPTERS BY REGION

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**If you're interested in starting
or re-starting a chapter, contact
fcamary@baldwinpines.com or
the Regional Director for your
area. They will help you start
your own Falcon family.**

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704-736-1920
info@baxtersigns.com
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and locations.

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website for location and time.

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Cabot, AR 72023
501-628-2898
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Meet second Saturday monthly;
501-605-1370

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

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228-596-9160
mikesiglerfalcon@gmail.com
Meeting info posted on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road
Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and
location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd.
McDavid, FL 32568
850-207-0183
lwblumjr@juno.com
Meetings TBA

SOUTH EASTERN REGION (continued)

TENNESSEE VALLEY FALCONS CHAPTER

Paul Randolph
7709 Standifer Gap Rd.
Chattanooga, TN 37421
423-892-9791; 423-364-1133
pn_randolph@epbfi.com
Meet monthly April-November;
call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com; 804-561-0495
Meet second Sunday of March, June,
September, December. See website for
locations.

continued on page 28

THREE FALCONS BACK IN TIME

continued from page 17



That's a clever idea—an old car planter.



Old signage lined the walls, along with car parts, and gas station memorabilia. I spotted these toy cars atop a ledge.



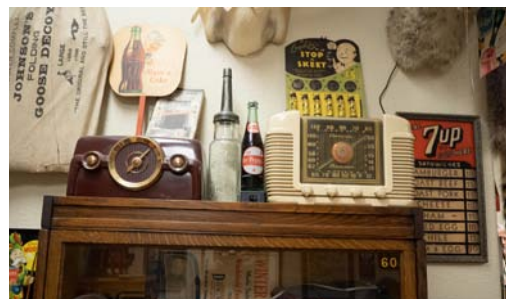
MURRAY'S KUSTOMS



Our group had a private tour of Murray's Kustoms from owner Matt Murray.

THE GIANT EASEL





THE WHITE EAGLE GAS STATION AND MUSEUM

We found one little Falcon. Can you find it in the photos?

ABOUT GOODLAND, KANSAS

One of the earliest pieces of recorded history relating to Goodland concerns the Kidder Massacre. On July 2, 1867 a detachment of the 2nd U.S. Cavalry Regiment was massacred. With Second Lieutenant Lyman S. Kidder in command of the party, a sergeant, a corporal, eight privates and an Indian guide lost their lives. They were carrying dispatches for Lieutenant Colonel George Custer.



THREE FALCONS BACK IN TIME

continued from page 17

some of the cars he was restoring. His working cars had come from all over the U.S. and at least one from Europe. We finished our tour and walked around the parking lot checking out some of his future projects.

By the time we were ready to leave Kustoms, we had heard back from the gas station owner, Rod Cooper, and he agreed to meet us. Now we could take a photo of the Falcons on the gas station driveway. He and his wife Michelle both showed up to see the “traveling Falcons.”

The restored White Eagle Gas Station was just one of the many projects of this Goodland entrepreneur. The station was originally in Kanorado, near the state line, about 20 miles west of Goodland. The building was moved in 2013, restored and furnished with precision and detail. The one thing missing is the gas pumps, but not because none are available. Rod has about 200 old gasoline pumps in storage, but he doesn’t want them stolen or damaged.

We all chatted with Rod and Michelle while we took photographs of the Falcons—together and individually. He unlocked the station and allowed us to view the museum inside. Then, he asked us if we’d like to tour one of his warehouses. It was at this point we felt like we’d entered into our own personal episode of “American Pickers, the popular TV show. The warehouse was packed with memorabilia—cars, gas pumps, vintage toys, furniture, signs, and much more. He even had his own man cave tucked into the warehouse. We could have spent more time, but we knew we needed to head toward our day’s final destination—Winter Park, Colorado.

car bodies and chassis. Along with cars “in progress” the shop has quite of collection of signs, toy cars, and tools. Matt gave us a tour and told us about

We made one more photo stop—at the giant easel we’d seen when we entered town. It was late morning and the sun was bright and the humidity was rising so the stop was quick. Photos were taken and we headed on down the Interstate, soon to cross into Colorado. This small town was an unknown destination, but turned out to be a visual step back in time and a jam-packed morning of fun. Sometimes you just have to stop and smell the roses—or sunflowers—along the way!

—Janet Wilkerson (FCA #15002)
Blue Springs, Missouri



Murray Kustom's future projects

Murray Kustom's Facebook photo

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720-480-4910
kw65falcon@gmail.com

Pacific Region

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

1963 Futura convertible. Dependable ride; needs nothing! 170 three-speed. Stock. New interior and top. Painted from bare metal. New Clutch. Three-core radiator, larger sway bar, alternator, more. Email for pictures; it was in the April 2016 National Magazine and two movies. PRICE REDUCED. \$17,000 OBO. Contact Mark at 508-280-8046 or wecamp1@comcast.net. MA. 190921



1963 Falcon convertible. Minus engine, transmission, and rear end. V8 car, minimal rust. All or part with title. Call Steve 360-430-0143. WA. 190818

1963 Falcon Futura convertible. 302 fuel injected engine. Automatic overdrive transmission with rebuilt heavy duty Kevlar clutch; eight inch positraction rear; 14" Cragar wheels with new tires, white top in perfect condition. All new fuel tank, pump and lines, rear springs, air shocks and bushings, extra new white top, plus many new items too numerous to mention. Beautiful metallic maroon paint. Nice interior. \$25,000. Contact number 772-349-8898. FL. 1909w99



1964 Falcon

Ranchero. White with red inset trim and interior, no rust, California car; it has 200 inline six, automatic transmission, remote drivers, side mirror, padded dash, factory trailer hitch, original spare tire, new brakes, shocks, exhaust, 30 MPG, mileage 65,000. \$6,500 OBO no trades, Ned Kope, 517-960-6079 Litchfield, MI 190922



1964 Ford Falcon Ranchero. 302 C6, not installed. V8 suspension from Granada, not Installed. Clear Texas title. Reduced to \$2,767.60. Kevin Hicks, 830-708-9293 or Georgia.hicks@sbcglobal.net. Can send more pictures upon request. Devine, TX. 190915



1965 Sprint, \$1,000.
1964 Sprint convertible with salvage title, \$750. JL Branson 4097 Hwy T Marthasville, MO 63357; ph 636-228-4501; cell 636-357-8522; jlwbranson@mail.win.org. 190807

1965 Futura convertible, 200/C4, older restoration, but runs and rides Great, looks good: Rangoon Red paint, w/OEM black interior, lots of recent mechanical work and great cruiser, \$12,995. **1964 Futura convertible,** 200/C4, good runner, mechanically sound, Guardsman Blue, looks good with new driver quality paint, needs interior, \$9,995. **1964 Comet 202 four-door wagon** project, 170/three-speed, neat options including interior light group, remote control driver's mirror, plus "M" gas cap. \$3495. **1963 Falcon four-door Deluxe,** project, 170 three- speed, OEM

A/C, runs good but has been sitting, floor rust, complete, \$1,995. **1962 Falcon Sedan Delivery** project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR quarter damage, price includes two full L/R quarter panels \$2,995. 1951 Ford two-door sedan, flathead V8, overdrive, rewired, lots of recent work, runs and drives good, needs paint/body work, some mechanical attention needed, \$6,995 OBO. Call or email Lenny Kellogg at lenkellogg@lpbroadband.net, 970-593-1964, or visit us on the web at kelloggsgarage.com. 190921

Nice two-door **1964 Ford Falcon Futura** with less than 10,000 miles on fresh rebuild of 200 six and Fordomatic. Original paint, newer interior, tires. Starts right up, runs strong. Misty Wells. Contact me by email with any questions or offers, mistyawells@gmail.com. Asking \$9,200. Hudson Bend area, TX. 190824



1963 Falcon Sprint convertible. Originally Rangoon Red w/red interior, 260, four-speed, rust-free Nevada car. I have a correct set of convertible buckets included w/sale and may have the correct convertible center console; if I do it's yours. Rear fender flares were added with very wide tires on a Ford nine-inch, and it was painted yellow. The original eight-inch is long gone. I had it running approx 15 years ago when it arrived from Nevada. It has been covered in dry

storage since. Needs full restoration but bones are good. One of 4,602 Sprint convertibles, not sure how many were red with a four-speed, but can't be many left. I don't need to sell but I'm realizing I won't get to some of the projects I've been collecting over the years, so it's time for someone else to get this car back cruising again and enjoy it. Clear title. Asking \$9,995 w/one NOS Ford quarter panel; \$8,995 w/o. Arlington, MN. Contact Terry at support@FrostHeater.com. 190919

1966 Falcon Futura Sports Coupe. Original 289 V8, matching engine numbers car, new paint and gas tank. Aluminum radiator, F4B aluminum Edelbrock four-barrel dual plane intake, MSD distributor, new 600 cfm Summit four-bbl. Carburetor with electric choke, five-speed manual, disc brake

conversion on front and all new drum brakes on rear. New American Racing mag wheels, new tires. Numerous other parts, grilles for AC outlet in dash. Fresh overhauled engine with 5,000 miles. Spare car body. Asking price \$13,500. Billy Breeland, Racefan15j@yahoo.com or 601-736-7199. MS. 190919

Classified ads continue on page 26

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PARTS FOR SALE

continued from page 25

Parting 1960-65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. Parting out 1963 Falcon convertible minus engine, transmission, and rear end. V8 car, minimal rust, all or part. Clean title. Thx for driving a Falcon! Steve, 360-430-0143. WA. 190919

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300 pair. 1962-63 NOS Falcon cowl top, \$199. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2; \$359. NOS Falcon 1965 backup lamp kit, part #C5DZ-15499-A for hardtop/sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1964-65 Falcon Sprint 14" Spoke spinner wheel covers, \$500. 1963/1964/1965 Falcon Sprint California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 196-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. New 1965 Falcon/Comet six-cylinder brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$139. 1963-65 Falcon/Comet six-cylinder valve cover, black or red powder coated, \$125. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat with a 1965 Falcon Ranchero monster truck on it, 20"x17," \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. Ford 3x2

setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, used and Scott Drake reproduction parts available, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 190907

License plate socket assembly, CoDF-13560-B, fits 1960-63 Falcon and 1962-65 Fairlane, \$50. U-joint flange, C2DZ-4851-A, fits 1960 and up Falcon six, \$60. Heater switch C6DZ-18578-A, fits 1966-67 Falcon, two pieces, \$60 each. Turn signal switch CoDZ-13341-A, fits 1960-62 Falcon, Ranchero, Comet, \$125. Many NOS small parts. All part prices plus shipping. John Simone, 413-336-5307. Easthampton, MA 01027. 190999

ALL NOS CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm and bushing, \$95. CoDZ-3049-A, upper ball joint spindle support \$65. CoDZ-2128-A, wheel cylinder repair kit, \$5. CoDF-13304-A, turn signal plate, \$30. CoDZ-1126-B, rear brake drum, \$130. CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens, \$24 each. CoDZ-3A130-A outer tie rod, \$35. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A and B carb rebuild kits, \$60 each. CoDD-5A283-F, exhaust hanger, \$50. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Please call Keith Litteken, 314-480-2556 or email kslitteken@aol.com. MO. 190903

CLASSIFIED

Parting 1960-65 Falcons. Mechanical parts, trim, seats and bumpers. 1960-63 front bumper core, \$125; with brackets and lights, \$200. 1960-63 rear bumper core. \$125; with brackets, \$200. 64-65 Front bumper core \$125 with brackets and lights \$200. 1964-65 rear bumper core, \$125; with brackets, \$200. 289 engine block, two heads, eight pistons, four cranks, \$100. 302 with C6 transmission, \$500. Four wheels, four hole, 14", \$25 each; \$80 for all four. Two Ford Granada spindles, \$125. Two Ford Granada spindles complete with rotors, \$250. Eight-inch rear end drum to drum, \$125. Eight-inch rear end housing and gear, drums, \$100. 1964-65 Falcon Futura hardtop, two-door Sedan/Wagon front bench seat upholstery, \$250. Kevin, 830-708-9293 or Georgia.hicks@sbcglobal.net. Devine, Texas. 190923

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75, doors, \$75; grilles, \$150 to \$800; headlight buckets, transmissions, motors, radios, carburetors, interior/exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts for \$25,000 or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or cell 636-357-8522; jlwbanson@mail.win.org. 190807

1960-67 Falcon Wagon/Sedan Delivery tailgate cranks with keys, single action gate, good used to NOS, \$195 to \$450. 1966-70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for set; Econoline horn buttons, \$35 each, one left. 1964-65 horn buttons,

PARTS FOR SALE

continued from page 26

nice chrome, \$25-50 each; '63 taillight lens, 1 pair, w/back-ups, Glo-Brite, NORs, \$80 for the pair; Used 65 taillight lens, all four styles, \$150-\$200 per pair. NOS Falcon parklight lens, pairs, 1960: \$40, 1962-63: clear, \$40, amber, \$25, 1966-67, \$75. 1964 Futura Horn rings, driver quality to very nice: \$60-\$175. 1964 NOS taillight lens, no backups, \$90 a pair; w/back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960-61 Comet dash clusters, two to choose from, very nice chrome, \$195. '62-63 Futura 13" wheel covers, \$40-\$100 per set; '62 Futura front fender spears, good driver quality chrome, \$175-\$300 per pair; 1963 mid-model/custom front fender spears, three sets of good to very good driver quality, \$100-\$200 per set. New six-cylinder header set, fits a 1966-70 engine bay, \$395; four-bbl. manifolds OEM Ford, C6OE, \$125. (two available), C4OE \$395. '64-65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. Body Parts: '60-70½ doors, fenders, hoods, trunk lids, Two '63-65 hardtop tops. What do you need? We have a 30+ year collection of Falcon and Comet parts. Please contact Lenny at Kellogg's Garage at lenkellogg@lpbroadband.net, 970-593-1964 or visit us on our website www.kelloggsgarage.com. CO. 190921

PARTS WANTED

I have a 1963½ Falcon Sprint with a 260 V8 engine and a Fordomatic C2 transmission. I am looking for a torque converter and flexplate. Also need a two-bbl carburetor. If you have any of these parts or know of someone that might have them, please contact John at 812-294-1820.

190905

WANTED: Falcon 289 HiPo Exhaust Manifolds; 1965 Falcon Wagon S.S. roof mouldings. Vic Falcone, 518-355-7756 or vfalcon64@aol.com.

190907

Looking for a front bench seat that will fit a 1963 Futura convertible. Upholstery condition immaterial. I just need a solid frame that is square and that can be recovered. David Barber, Trussville, AL; 205-531-3375 or barberd@jccal.org. 190999

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Contact info: Keith Litteken; 11394 Revere Ln.; St. Louis, MO 63128-1416; 314-480-2556 or kslitteken@aol.com. 190903

I am looking for a replacement of the broken shifter interlock washer shown on the right. It is off an early, narrow pattern, T10 four speed gearbox. This has a center hole of 5/8th diameter. The washer on the left is a later, readily available washer for a wide pattern box but the center hole is much larger, probably 7/8th diameter. I would be grateful for any assistance. Nicholas Jackson, The Well House, Tudor Close, Pulborough, West Sussex, RH20 2EF UK. Nicholas. jackson@stjamess.com. 190827



CHAPTERS BY REGION

continued from page 19

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ralphsvacs@gmail.com
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information.

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Sacramento

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Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Meet second Sunday monthly at the
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CAPITAL CITY CHAPTER

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Kevin Bice
702 Barton Blvd.
Austin, Texas 78704
hub@capitalcityfalcons.com
512-879-1653
hub@capitalcityfalcons.com
Meet third Saturday monthly;
time and location vary. Contact
garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER

DALLAS/FORT WORTH
Ryan Murphy
307 W. Locust
Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
Meet second Saturdays, even months only.

SOONER STATE CHAPTER

OKLAHOMA CITY, OK
Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER

HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
todddgaudin@yahoo.com
Check thirdcoastchapter.com or
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 Send artwork to editor@falconclub.com.

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Would you like your Falcon to be featured on an upcoming cover?

Cover photos need to be high resolution digital photos, 300 dpi at 8x10 inches.

Do you have any old Falcon articles, related clippings, or old family photos of a Falcon and your family you could share with our readers?

Please send your photos and/or articles to editor@falconclub.com or mail them to FCA Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Thank you!

Please send any magazine comments or suggestions to editor@falconclub.com.

HOW TO ADVERTISE IN

THE NATIONAL *Falcon* NEWS

GENERAL CLASSIFIED ADVERTISING INFORMATION

- Please include your name, location and FCA number.
- Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

For **FALCONS FOR SALE** ads, please include:

- **Vehicle description:** year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your Falcon.
- **Asking price:** Examples: \$8,500; \$3,600 OBO
- **Contact information:** Your name, email address and/or phone number (888-555-5555) and your two digit state code (Example: Michigan = MI).

For **PARTS FOR SALE** ads, please include:

- **Description** of item
- **Asking price**
- **Contact information** as above

MEMBER BUSINESS CARD PAGE

Individual rate: \$120 per year; Business rate: \$150 per year, both payable annually. Use your own artwork or we can scan your business card to fit.

Ad size: 2.4125 inches x 1.3785 inches.

Send artwork to editor@falconclub.com.

PAYMENT FOR ADVERTISING

Send ads and photos **by email** to editor@falconclub.com.

For those sent **by mail**, ads and photos with payments should be sent to:

Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct.
Blue Springs, MO 64015

Make all checks payable to Falcon Club of America.

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested.

The FCA reserves the right to refuse advertising from any person or business.

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MEMORIES FROM WINTER PARK



Here is a picture of our grandchildren in our Falcon taken at the 2019 Falcon Nationals in Winter Park. We all had a great time in Winter Park! — Steve and Susan Laws (FCA #12283), Des Moines, Iowa

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